

Highway Response

Ref: RECON 25/0206

Date: 20/11/25

PROPOSAL: CHANGE OF USE OF OFFICE BUILDING TO HOLIDAY LET AND REMOVAL OF CONDITION 03 (USE OF SITE FOR PRIVATE LEISURE EQUESTRIAN PURPOSES) OF PLANNING PERMISSION 22/0216 ON SITE AREA ONLY TO ALLOW FOR SPECIALISED EQUESTRIAN (SHORT TERM) HOLIDAY LETS

SITE: Wentwood Lodge Gilvach Lane Llanvaches Newport NP26 3BA

Case Officer: Grant Hawkins

Highway Officer: Kevin Jackson

Following receipt of additional information, we would update our comments as follows.

Highway recommendation:

Objection Maintained.

Highway Comments:

The previous submission made it clear that traffic flows are low, however there are a significant percentage of commercial vehicles (and presumably agricultural vehicles at times) and few passing places. Exact numbers are not entirely clear as the classification used does not separate them all.

It also showed 85th percentile speeds in the order of 20mph but does not appear to calculate the wet weather figure. However, this would suggest that visibility splays of 2.4x 25 would be adequate.

It was suggested by the applicant that the change/removal of restriction would decrease vehicle numbers, but it is not clear how this can be supported without further information. As we understand it the site is only permitted to be used for non-commercial uses.

Furthermore, the class of vehicles attracted by the proposals is far more onerous than cars which would be the majority visiting an office. Therefore, any slight reduction would be nullified, and impact would not be reduced.

The diagram of visibility splays was not helpful because the access is approximately 25m wide and the splays have been measured to the wrong side of the road. Splays must be measured to within 1m of the near edge of carriageway; it should not be assumed that approaching vehicles are cars/trucks. No amended plan has been submitted.

A key concern is the geometry of the access, which is not addressed within the submission and invalidates the assumptions used for assessing visibility splays. It cannot be assumed that vehicles would exit along the centreline and even if they did, they would not be perpendicular to the highway, so would not benefit from the assumed splays.

It should also be noted that pedestrian inter-visibility has still not been demonstrated, and this is equally critical.

Whilst it would be possible to narrow the access and direct cars along an appropriate line, this would prevent larger vehicles accessing the parking. (This would also reduce available passing places, albeit not highway or a planning matter).

Furthermore, the proposal is anticipated to generate vehicles that are large and or have trailers. These may struggle to enter /exit already and we requested to see swept path assessments for a 10m rigid and van/pickup with trailer to demonstrate the suitability of the access. No assessments have been provided.

As stated previously, sufficient parking is proposed and there appears to be sufficient space to turn within the site. However, the latest submission appears only to address these (none) issues.

What is needed is an assessment of the access to show swept paths and propose a means of ensuring that vehicles can approach or leave in either direction. Importantly exiting vehicles must be able to leave close to perpendicular to the highway and have appropriate visibility of pedestrians and vehicles. This has still not been demonstrated.

For the avoidance of doubt what is needed is improved access, not space within the development.

In conclusion, the key issue is the access junction, which does not achieve adequate visibility and has not been demonstrated to be suitable for the anticipated vehicle types. This results in an objection on highway safety grounds, subject to reconfiguration of the access and supporting swept paths and visibility splays.